

DODGE CITY TIMES.

SIXTH YEAR.

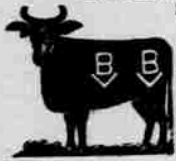
DODGE CITY, KAS., MARCH 30, 1882.

NO. 306

STOCK BRANDS.

We will insert Stock Brands on liberal terms, and respectfully solicit orders.

BEVERLEY BROS.



Postoffice: Dodge City, Kas., and Deep Hole, Kas. Ranch on Blue Hole, Clark co., Kas. Cattle Brand: B on left side and hip, B on right side; 50 on each side. Horse Brand: B on left shoulder.

T. C. OWEN,

PHOTOGRAPHER,

DODGE CITY, KAS.

Gems and Photographs taken at the tent on the south side of the railroad track. dec29

H. M. CLARK,

Notary Public and Justice of the Peace,

SPEARVILLE, KANSAS.

Particular attention given to business in the U. S. Land Office. Collections promptly attended to.

"OLD HOUSE"

SAMPLE ROOM,

DODGE CITY, KANSAS.

FRED. SINGER, Proprietor.

THE CHOICEST LIQUORS, WINES AND CIGARS.

OSCAR TREVALLEE,

BOOT AND SHOE MAKER,

(John Mueller's old stand.)

DODGE CITY, KANSAS

DODGE CITY TOWN CO.

Town Lots for Sale.

Prices to Suit all Parties.

Apply to

FRED. T. M. WENIE,
Agent.

RICE'S NEW

Triumph Steamer.

This Steamer is the latest and most economical article of its kind in use for

STEAMING SHEEP DIP.

Cooking Feed or Heating Water for any purpose.

It is almost indispensable in Slaughter Houses, Dairies or Laundries.

W. J. COLVIN, Agent

LARNED, KANSAS.

CENTENNIAL BARBER SHOP.

HENRY KOCH, Proprietor.

Shaving, Shampooing and Hair Cutting done in the latest fashion.

STOCK RANGE and CATTLE FOR SALE.

A owner of fine STOCK RANCH desires to make a change of locations, and offers his RANCH and CATTLE for sale. Good winter and summer range. Water privileges deeded. The purchase will require an investment of from \$15,000 to \$20,000. For particulars inquire at the DODGE CITY TIMES Office. sel

PROPOSALS FOR WAGON TRANSPORTATION.

HEADQUARTERS DEPARTMENT OF THE MISSOURI.
Office of Chief Quartermaster.

FORT LEAVENWORTH, KANSAS.
March 1, 1882.

SEALED PROPOSALS, in triplicate, subject to the usual conditions, will be received at this office until 12 o'clock noon on Wednesday, April 12, 1882, at which time and place they will be opened in the presence of bidders, for the transportation of Military Supplies, by land, on the following described routes in the Department of the Missouri, during the fiscal year commencing July 1, 1882, and ending June 30, 1883, viz:

ROUTE No. 1.—Rawlins, Wyoming Territory to Camp at White River Agency, Colorado. Distance 144 miles. Weight of stores transported during last year 1,300,000 pounds. Camp on Snake River, Wyoming Territory is supplied by this route. Transportation not required of the Contractor during the months of December, January, February and March.

ROUTE No. 2.—Gunnison City, to Cantonment on the Uncompahgre River, Colorado. Distance 80 miles. Weight of stores transported during last year 2,600,000 pounds.

ROUTE No. 3.—Durango to Fort Lewis, Colorado, and Amargo to Pagosa Springs, Colorado. Distance from Durango to Fort Lewis, 12 miles, and from Amargo to Pagosa Springs, 28 miles. Weight of stores transported during last year 750,000 pounds.

ROUTE No. 4.—Las Vegas, Socorro, San Marcial, or other points on the Atchison, Topeka & Santa Fe Railway, to Fort Stanton, New Mexico. Distance from Las Vegas, 180 miles, from Socorro, 90 miles, and from San Marcial, 114 miles. Weight of stores transported during last year 450,000 pounds.

ROUTE No. 5.—Deming to Fort Bayard, New Mexico. Distance 42 miles. Weight of stores transported during last year, 115,000 pounds.

ROUTE No. 6.—Gainsville, Texas, to Fort Sill, Indian Territory. Distance 116 miles. Weight of stores transported during last year, 750,000 pounds.

ROUTE No. 7.—Caldwell, Kansas, to Fort Reno, Indian Territory. Distance 111 miles. Weight of stores transported during last year, 2,900,000 pounds. The Cantonment on the North Fork of the Canadian River in the Indian Territory, is supplied by this route.

ROUTE No. 8.—Dodge City, Kansas, to Fort Elliot Texas. Distance 163 miles. Weight of stores transported during last year 1,500,000 pounds. Fort Supply, Indian Territory, is supplied by this route.

Contracts will be made according to estimated distances here given, which are believed to be correct; but bidders should satisfy themselves as to the correct distances, and make their proposals upon their own judgment, as no claim for increased compensation on account of inaccuracies of these distances will be entertained after the contracts are signed.

Bidders must state the rate per hundred pounds for the whole distance between the points named in any route, at which they will transport the stores during the period mentioned in the advertisement. Separate prices for different months or other portions of the year will not be entertained.

Bidders are requested, to state the price of transportation, at an average rate of speed not less than nine miles per day, and also, at an average rate of speed not less than thirteen miles per day, but the right is reserved to reject all proposals for transportation at thirteen miles per day the cost of which shall exceed that of nine miles per day with twenty-five per cent added.

Each proposal should be in triplicate, separate for each route, and accompanied by a bond in the sum of five thousand (\$5,000) dollars, made upon the blank form furnished under this advertisement, and executed strictly in accordance with the instructions printed thereon, guaranteeing that the bidder will not withdraw his proposal within sixty days succeeding the 12th day of April, 1882 and that if his proposal be accepted, and the contract for which he has bid, be awarded him, he will enter into a contract and bond agreeably to the terms of his proposal within ten days after the day on which he is notified of such acceptance and award.

Proposals for transportation on any or all of the routes above named will be received. The Government reserves the right to reject any or all proposals.

Blank Proposals, form of contract, and printed circulars, giving full information as to the manner of bidding, conditions to be observed by bidders, and terms of contract and payment, will be furnished on application to this office, or to the Chief Quartermaster, District of New Mexico, Santa Fe, New Mexico.

Envelopes containing proposals should be marked—"Proposals for Transportation on Route No. —," and addressed to the undersigned.

J. D. BINGHAM,

Deputy Q. M. Gen. U. S. A.

Bvt. Brig. Gen. U. S. A., Chief Quartermaster.

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THE CITY ELECTION.

Within the past year there has been a marked improvement in the management of affairs in Dodge City. There was room for a great improvement. There is still room for improvement; but radical changes do not accomplish desired purposes. It is possible to overdo efforts at reform. The gradual process is what will accomplish moral purification.

Life and property is not at jeopardy in Dodge City. Under the present city administration security of life and property was guaranteed. All good citizens are satisfied with a perpetuation of the power and government that will insure safety. The man who displayed his nerve and will power, when it took an iron heel to crush the serpent that held the city by the throat, is the man the people of Dodge City should continue at the helm of the city affairs. We want no base ingratitude now. A change in the city management means an overiding by the horde that infested the city a year ago, which made good order and decency an exception in the conduct of affairs. There has been no robbing and knocking-down within the past year. There will be the same good order and good government with a continuation of A. B. Webster as Mayor of the city. We believe the people of Dodge City are grateful people; they owe A. B. Webster a debt of gratitude. We believe they are charitably inclined and will show their gratitude by re-electing him to the office of Mayor.

There is no influence capable or powerful enough to make a sweeping change in the traffic of Dodge City. The power of the Governor is not strong enough to suppress whisky selling, gambling and the dance hall. These things would continue in some manner, no matter who were Mayor and Councilman. In order to effect radical or sweeping changes the surroundings of Dodge City must be changed. Its frontier character must be obliterated. There must be a support not depending partly upon immorals, before a radical change can be consummated. There can only be a modification or control of illegitimate traffic under the circumstances that now envelop us. We are satisfied and contented if these things are conducted properly, orderly and decently. Time governs all things. Time will purify the moral atmosphere of Dodge City. We are gratified over the reformation during the past year. If another year will produce as much change we shall be amply satisfied.

The ticket with A. B. Webster at the head will be elected by a rousing majority. This ticket means a reduction of city expenses, the wiping out of the city debt, and good order and protection to life and property. In the pursuit of life, liberty and happiness, this is all any decent American citizen ought to ask.

"The other day Driekill and Day, the Austin stock men, purchased from the Mexican government a territory of land in Old Mexico, a million and a half acres in extent. They paid seven and a half cents an acre for the land, thus securing a territory of 2,344 square miles for \$11,250. They will establish an immense cattle ranch upon it. Capt. Hillard, formerly of St. Louis, has bought 55,000 acres, sixty miles west of San Antonio, at fifty-five cents an acre, for a cattle ranch. These facts will show the extent of the cattle trade in Texas, and the impetus which has recently been imparted to it."

In view of the proposed reduction of rations, the Cheyennes and Arapahoes threaten to go on the war-path. The rations of powder and lead heretofore issued them should be cut off entirely, and then they might go on the war-path and nobody would be afraid.

THE FUTURE OF KANSAS.

The Atchison Champion says. Ed Martin says the future of the extreme northwest is summed up in the one word, "Sheep."

This paper not supporting the luxury of an agricultural column, we cannot give all the details of his plan, but the main points of his argument are, that sheep will thrive in any country where rye, sorghum and rice corn will grow. It appears that rye grows anywhere and everywhere, and that rice corn and sorghum are an afterthought of nature. After the corn has concluded to suspend operations, there is yet time to sow sorghum for fodder on which the sheep can subsist when grass is not accessible. This settles it. As yet no bug has been invented for the destruction of the corn and sorghum, and they are indifferent about drouth.

The advocates of wheat on one side and cattle on the other, have been disputing about the possession of our western counties for a long time. Sheep seems a happy mean between them. They are not as expensive as cattle, and they are more certain than corn or wheat.

Let the western Kansan give up the idea of being a general farmer or a cow puncher, and become a gentle shepherd. Let him abandon both the plow and the quirt, the red mortgaged threshing machine and the high-horned and long-tailed steer, and the "care, the fever and the fret," and lie in the grass on the hillside and watch his woolly flocks. In a short time the land would be not only prosperous but peaceful. When men associate with horses, they come to "talk horse," and become generally horsey. In like manner the Kansan who devotes himself to sheep will become, not sheepish, but mild mannered. The asperities of political controversy will be softened in the presence of the meek Southdowns and the quiet Merinos. Fifty thousand sheep would bring peace even to Smith county. With few wants, and plenty of money to supply them and a limited population about him, the gentle shepherd of Rawlins and Decatur counties would revive the simplicity of the golden age, and, applying no "hot and rebellious liquors" to his blood, except an internal application to keep out the surplus moisture in sheep-washing time, would live to a green old age, and on his tomb would be inscribed the high eulogy that he was "all wool and a yard wide."

A reliable man just from Burleigh Springs, eight miles south of Tombstone, states that a desperate fight took place there Friday night between six men of the corps party and three cowboys, headed by the notorious Curley Bill, who killed Marshal White, of Tombstone. The cowboys ambushed the Earps as they were approaching a spring, and poured a deadly fire into them, wounding on man slightly and killing a horse. The Earps returned the fire and then charged upon the cowboys, who ran, leaving Curly Bill dead upon the field.

The A. T. & S. F. railway company uses 308 locomotives, and is constantly getting in new ones. The traffic of the road has increased so rapidly in the last two or three years, that locomotives had to be purchased of many different manufacturers—at every place where they could be had—to supply the great demand. In consequence of this, the road has, as yet, no standard style of engine, but will have as soon as practicable.

Railroad rumors are again ripe. Since the late meetings, railroad men have been here and others have been seen. That a line west or southwest from Wichita has been determined upon there seems to be no doubt whatever. One enterprise contemplates a line through to the Pan Handle and on to Albuquerque.—Wichita paper.

The Board of Directors has ordered the extension of a branch of the Atchison, Topeka & Santa Fe road to Leavenworth, and that the same is to be completed in three months. Local railroad magnates believe that this will also be the signal for the C. B. & Q. to extend to that city.

The cow ordinance will be the main feature of the municipal election at Ottawa next month, and the fight will be a fierce, determined and relentless one.